

## THE WHEELMEN'S SIDE

Present Their Protest to the Commis-

## PROPOSED ALTERATIONS IN RULES

## Cyclists Claim the Police Discrimi-

Commissioner Truesdell and Acting Engineer Commissioner Burr heard the protest of the bicyclists this morning in the absence of the regular board. The hearing took place in the board room, and beside a committee from the L. A. W., a delegation of bicyclists from the Los Angeles district of Columbia and some unattached bicyclists were present to hear the discussion. It was more of a discussion than a regular hearing, and Commissioner Truesdell, taking for himself a bicyclist, took an active part in it.

The committee of the L. A. W. presented the following memorial, setting forth the changes recommended in the existing regulations:

"We respectfully petition that the following changes be made in the police regulations, and that the other regulations referring to vehicles or regulations governing the streets be more strictly enforced:

"That section 12 be changed so that prohibited vehicles from being driven across intersecting streets at a speed greater than

"That a special squad of mounted police be selected, whose duty shall be to look after teams and see that they follow the police regulation in the same manner as the mounted police look after wheelmen who transgress the regulations.

"We would also suggest that a number of wheelmen, preferably members of the League of American Wheelmen, be appointed to carry out patrol duty, supplied with a badge and power to stop and enforce the regulation governing the streets. Their duty being to look after of drivers and riders, and to see that no glass or other articles are thrown or deposited in the streets. Whenever they see such violation, to place the offender under arrest and turn them over to the police."

"We do not believe that the law permitting drivers to cross the crossings at the same speed as between streets and limiting the vehicle rider to six miles an hour is equitable. It is a hardship to be placed down at crossings the drivers should be restricted. We would suggest that it would be better to allow both of these to be the same speed at crossings between the street and the crossing. This making a bicycle rider or driver liable for arrest for reckless riding and driving."

riding. For instance, at an ordinary street crossing it would not be reckless to cross at a speed of, say, twelve miles an hour, but if a street was crowded or crowds are apt to collect at 9th and F streets, 7th and

streets, 9th and Pennsylvania avenue and 7th and Pennsylvania avenue, or other like streets, it would be reckless, and therefore should be arrested and fined in proportion. We believe this would be a more satisfactory regulation, as the majority of riders and drivers slow up when crossing such crowded streets as much for their own protection as for that of the pedestrian. With this regulation the reckless would be the only ones who would suffer. As it is now, a rider with what is known as a low-

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would state that it is a common practice for both the driver and rider to cut the corners close to the curb, no matter whether turning to the right or left, often colliding with some other vehicle or pedestrian crossing the street or traveling in the opposite direction. For instance, a vehicle proceeding north and desiring to turn to the left, will make a sharp turn to the left, proceed a short way on the south side of the street and then cut across to the north or correct side of the street. In many

"We are sure that pedestrians will agree with us that there is as much trouble with this as with fast driving or riding, and that the majority of accidents occur in this way."

"We have noticed that cars do not slow down when crossing streets. No attention is paid to the crossing."

"We do not desire that special privileges be granted wheelmen, but that they be granted the same privilege as other users of the streets. The cyclists are not quite as bad as they are painted. Some are, and are even worse, in fact, some should not be allowed on the streets, but the majority are not, and we believe if certain riders are given power to force other riders to obey

the regulation that they can assist the police wonderfully and in a short time have the teamsters and riders so used to following the rules of the road that a majority of those complaining will cease. Of course, we are aware that pedestrians are continuing to complain against the driver and rider, but if the rider should complain every time they are incommoded we would assure that the authorities would think the riders are not alone to blame.

"In conclusion would respectfully call

your attention to the following rules of the road which we would like to have you approve and have published in the daily papers, which, if followed, would obviate in a great measure the troubles which are occasioned by the misuse of the streets."

**Rules of the Road.**

Applicable to all persons who travel or

1. In passing one who is approaching turn to the right.
2. In passing another going in the same direction pass on the left.
3. While moving keep along the right.

4. Draw up alongside of the curb before stopping.
5. No one shall stop on the crossings at the street corners, nor in the middle of the street.
6. No one shall stop suddenly, or turn suddenly, except when necessary to avoid collision; all persons moving faster than

three miles an hour must slow down gradually before either stopping or turning a corner or turning from a straight course.

7. No horse shall be driven immediately behind nor within fifteen feet of a person or vehicle traveling in the same direction.

8. Pedestrians shall have the right of way over the purpose of crossing the street, on the cross-walks at the corners, and must not cross or enter the roadway at any other place.

9. Horses, animals and vehicles traveling on the streets and avenues running northward and southerly shall have the right of way over those traveling on the streets